





## LEGEND




Expressway/Prime Arterial (6.1,2)

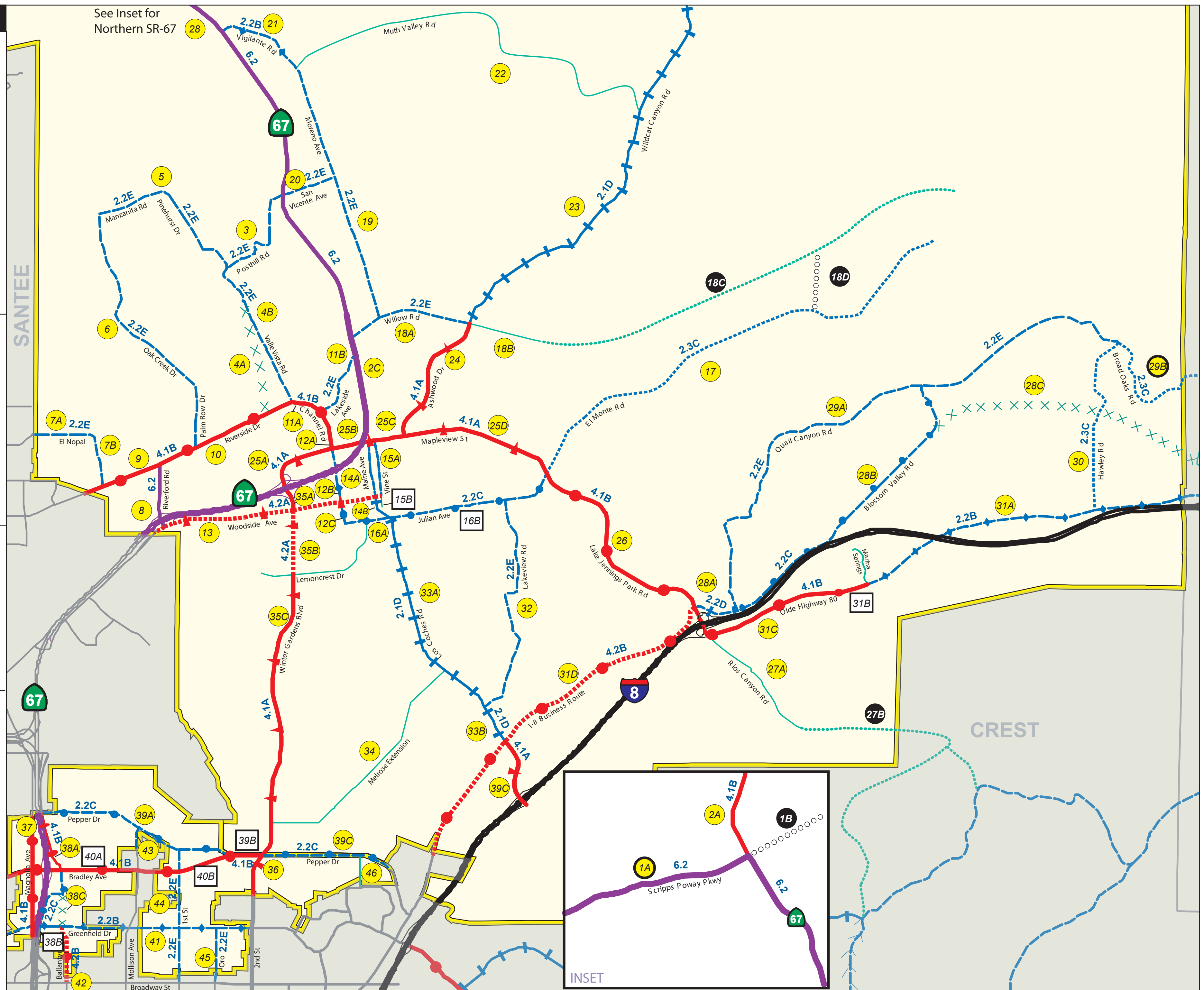
- Major Road Series (4.1)
- Boulevard Series (4.2)
- Community Collector Series (2.1)
- Light Collector Series (2.2)
- Minor Collector Series (2.3)
- Local Public Road (LPR)
- ..... Fire Access Road (FA)
- X X X Deleted/Unbuilt Road
- ○ ○ Not Recommended
- Community Proposed Road

—▲— Raised Median

-  Continuous Turn Lane
  -  Intermittent Turn Lane
  -  Improvement Options\*
  -  Reduced Shoulder
- X.X Proposed CE Roadway Standards**
- \* Passing Lane, Intermittent Turn Lane, Turnouts, Etc.

# Agree

-  Minor Disagreement
-  Major Disagreement
-  No Action



## Lakeside: Proposed SE Road Network

*Application of New Road Standards within the Community Planning Area of Lakeside*

- Many of the new road standards include a wider right-of-way than existing classifications. To preserve community character and gain consensus, roads within the urbanized areas of Lakeside should retain the existing right-of-way as an exception to the new standards.

CE Road Segment	Board-Endorsed Network	Rationale
<b>1A Scripps Poway Parkway (SA 780)</b> <u>Segment:</u> Poway boundary to State Route 67 <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Expressway (6 lanes)	<b>Minor Downgrade</b> 6.2 Prime Arterial (6 lanes)  <i>CPG Preference:</i> <b>Equivalent Classification</b> 6.1 Expressway (6 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – The forecast traffic volumes do not justify the need for an expressway. Only a short segment of the road passes into the unincorporated area and terminates at the intersection with State Route 67.</li> </ul>
<b>1B Extension of Scripps Poway Parkway (SA 780)</b> <u>Segment:</u> State Route 67 to Barona boundary <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None	<b>No New Road</b>  <i>CPG Preference:</i> New CE Road	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – This extension would be expensive and serves a forecast volume of only 7,000 trips.</li> <li><i>Minimize Environmental Impacts</i> – The route traverses steep environmentally sensitive terrain.</li> </ul>
<b>2A State Route 67</b> <u>Segment:</u> Poway boundary to Scripps Poway Parkway <u>Existing Condition:</u> 4 lanes (SANDAG's Regional Transportation Plan includes improvements to a 4-lane conventional road) <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Community Consensus</i> – North of Scripps Poway Parkway, State Route 67 goes into the City of Poway. A 4-lane roadway is consistent with the RTP.</li> </ul> <p><b>Note: Portion has failing level of service</b></p>

CE Road Segment	Board-Endorsed Network	Rationale
<b>2B State Route 67</b> <u>Segment:</u> Scripps Poway Parkway to just north of Willow Road <u>Existing Condition:</u> 4 lanes (SANDAG's Regional Transportation Plan includes improvements to a 4-lane conventional road) <u>Current Classification:</u> Major Road (4+ lanes)	<b>Upgrade Classification</b> 6.2 Prime Arterial (6 lanes) <i>Prime Arterial should transition to a freeway just north of Willow Road</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 6-lane roadway is needed to meet projected traffic volumes.</li> </ul> <b>Note: Short segment at Scripps Poway Parkway has failing level of service</b> <b>Note: Unfunded Caltrans Improvements (2030 RTP funds 4 lane conventional roadway)</b>
<b>2C State Route 67</b> <u>Segment:</u> Just north of Willow Road to Maplevue Street <u>Existing Condition:</u> 4 lanes (SANDAG's Regional Transportation Plan includes improvements to 4 lanes) <u>Current Classification:</u> Expressway (6+ lanes)	<b>Equivalent Classification</b> 6.1 Expressway (6 lanes) <i>RTP only improves to 4-lane conventional roadway. Staff recommends extending freeway.</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Forecast traffic volumes require a 6-lane road. The RTP is only planning a 4-lane conventional highway even though the existing classification is a freeway/expressway.</li> <li><i>Minimize Costs</i> – Although a freeway may be more costly to build than a 4-lane road, the RTP will not meet forecast demands and piecemeal improvements will ultimately be more expensive.</li> </ul> <b>Note: Unfunded Caltrans Improvements</b>
<b>3 Post Hill Road (SC 1790)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>4A Valle Vista Bypass (SC 1791)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> Unbuilt CE Road <u>Current Classification:</u> Light Collector (2 lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – The construction of an additional road is not necessary. Instead, realign the CE roadway along existing Valle Vista Road.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>4B Valle Vista Road</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> None	<b>Minor Upgrade</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes. This CE road replaces the deleted alignment for the Valle Vista Bypass (See # 4A above).</li> </ul>
<b>5 Manzanita Road/ Pinehurst Drive (SC 1780)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>6 Oak Creek Drive/ Palm Row Drive (SA 1800)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>7A El Nopal (SC 1775)</b> <u>Segment:</u> Santee boundary east to unbuilt extension <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>7B El Nopal (SC 1775)</b> <u>Segment:</u> Santee boundary east to unbuilt extension <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>8 Riverford Road (SC 1800)</b> <u>Segment</u> : Riverside Drive to Woodside Avenue <u>Existing Condition</u> : 2 lanes with continuous turn lane <u>Current Classification</u> : Prime Arterial (6 lanes) from Riverside Drive to W/B State Route 67 ramp; Collector (4+ lanes) from W/B State Route 67 ramp to Woodside Avenue	<b>Equivalent Classification</b> 6.2 Prime Arterial (6 lanes) / 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Support Land Use Goals</i> – This classification is consistent with the Upper San Diego River Improvement Project.</li> </ul>
<b>9 Riverside Drive (Mast Boulevard) (SA 880.2)</b> <u>Segment</u> : Entire road <u>Existing Condition</u> : Unbuilt CE Road <u>Current Classification</u> : Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>
<b>10 Riverside Drive (SC 1800)</b> <u>Segment</u> : Entire road <u>Existing Condition</u> : 2 lanes with continuous turn lane <u>Current Classification</u> : Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes. A small segment of the road fails, but the volume does not justify a 6-lane road.</li> </ul> <p><b>Note: A portion has a failing level of service</b></p>
<b>11A Lakeside Avenue (SA 880)</b> <u>Segment</u> : Valle Vista Road to Channel Road <u>Existing Condition</u> : 2 lanes with continuous turn lane <u>Current Classification</u> : Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>11B Lakeside Avenue (SA 880)</b> <u>Segment:</u> Channel Road to State Route 67 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>12A Channel Road (SC 1910)</b> <u>Segment:</u> Lakeside Avenue to Maplevue Street <u>Existing Condition:</u> 4 lanes with center lane <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>
<b>12B Channel Road (SC 1910)</b> <u>Segment:</u> Maplevue Street to Woodside Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2B Light Collector with Continuous Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>12C Channel Road (SC 1910)</b> <u>Segment:</u> Woodside Avenue to Julian Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>13 Woodside Avenue (SF 731)</b> <u>Segment:</u> Santee boundary to Vine Street <u>Existing Condition:</u> 2, 3, and 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.2A Boulevard with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Appropriate Road Types for Surrounding Land Use</i> – Woodside serves the town businesses as well as multi-family residential uses. A Boulevard classification is appropriate, and a higher classification brings higher speeds that are not advisable in this area.</li> </ul> <p><b>Note: Short segments have a failing level of service</b></p>

CE Road Segment	Board-Endorsed Network	Rationale
<b>14A Maine Avenue (SF 1400)</b> <u>Segment:</u> Mapleview Street to Woodside Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>14B Maine Avenue (SF 1400)</b> <u>Segment:</u> Woodside Avenue to Los Coches Road <u>Existing Condition:</u> 2 lanes + continuous turn lane <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li><i>Community Consensus</i> – Staff originally recommended a 4-lane road but the Planning Group wishes to retain a 2-lane road. Consequently, staff has changed its recommendation to 2 lanes.</li> </ul>
<b>15A Vine Street (SA 841)</b> <u>Segment:</u> Mapleview Street to Woodside Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>15B Vine Street (SA 841)</b> <u>Segment:</u> Woodside Avenue to southern terminus <u>Existing Condition:</u> 2 lanes ending in a cul-de-sac <u>Current Classification:</u> Collector Road (4 lanes)	<b>Remove from CE Network</b> Local Public Road  <i>CPG Preference:</i> CPG did not take a vote on this small segment of Vine Street	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – This road ends in a cul-de-sac and cannot be extended any further south without interfering with the intersection of Maine Avenue and Los Coches Road.</li> </ul>
<b>16A Julian Avenue (SC 1910)</b> <u>Segment:</u> Channel Road to Los Coches Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>Retain 60 foot right-of-way</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<p><b>16B Julian Avenue (SC 1910)</b>  <u>Segment:</u> Los Coches Road to Lake Jennings Park Road  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Light Collector (2 lanes)</p>	<p><b>Minor Upgrade</b>  2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)  <i>Retain 60 foot right-of-way</i>    <i>CPG Preference:</i>  CPG deferred a vote on this segment until they can review current CIP improvement plans</p>	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – The surrounding neighborhood is long-established and the current 60 foot right-of-way should be retained as an exception to the new road standards.</li> <li>• <i>Minimize Costs</i> – Although the forecast predicts an unacceptable level of service, the traffic volume does not justify a 4-lane road. Operational improvements may mitigate future traffic impacts.</li> </ul> <p><b>Note: Failing level of service</b></p>
<p><b>17 El Monte Road (SC 1920)</b>  <u>Segment:</u> Entire road  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Light Collector (2 lanes)</p>	<p><b>Minor Downgrade</b>  2.3C Minor Collector (2 lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – This road provides access to El Monte County Park. The Planning Group felt it was an important emergency access road and should remain as a CE roadway.</li> </ul>
<p><b>18A Willow Road (SA 820)</b>  <u>Segment:</u> State Route 67 to Wildcat Canyon Road  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Light Collector (2 lanes)</p>	<p><b>Equivalent Classification</b>  2.2E Light Collector (2 lanes)  <i>Willow should connect to Lakeside Avenue as an underpass at State Route 67</i></p>	<ul style="list-style-type: none"> <li>• <i>Support Land Use Goals</i> – Willow Road in conjunction with Lakeside Avenue forms an important local east/west connection.</li> <li>• <i>Community Consensus</i> – Although Willow Road residents would prefer to remove this road from the CE, they are in favor of the freeway overpass at the Willow/Lakeside juncture and the improvements to State Route-67 that direct Barona casino traffic along Mapleview and Ashwood.</li> </ul>



CE Road Segment	Board-Endorsed Network	Rationale
<b>18B Willow Road (SA 820)</b> <u>Segment:</u> Wildcat Canyon Road to end of paved road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Remove from CE Network</b> Local Public Road	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Projected traffic volumes do not support a CE roadway designation.</li> </ul>
<b>18C Willow Road (SA 820)</b> <u>Segment:</u> End of paved road to terminus <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Light Collector (2 lanes)	<b>Remove from CE Network</b> Fire Access Road  <i>CPG Preference:</i> Local Public Road for emergency access	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – The traffic forecast predicts very light volume and does not justify the construction of a paved road.</li> <li><i>Support Land Use Goals</i> – Future development in El Monte Valley has been limited. The existing dirt road currently serves the local.</li> </ul>
<b>18D (Unnamed) El Monte Valley</b> <u>Segment:</u> Willow Road to El Monte Road <u>Existing Condition:</u> None <u>Current Classification:</u> None	<b>No New Road</b>  <i>CPG Preference:</i> Local Public Road for emergency access	<ul style="list-style-type: none"> <li><i>Minimize Costs/Environmental Impacts</i> – The Planning Group would like to see El Monte Road and Willow Road connected with a county-maintained road built across the San Diego River. Construction of a public road across a floodway would impact the river and require a costly bridge.</li> </ul>
<b>19 Moreno Avenue (SC 1772)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>20 San Vicente Avenue (SC 1790)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<p><b>21 Vigilante Road (SC 1772)</b></p> <p><u>Segment</u>: Entire road</p> <p><u>Existing Condition</u>: 2 lanes + continuous turn lane</p> <p><u>Current Classification</u>: Light Collector (2 lanes)</p>	<p><b>Minor Upgrade</b></p> <p>2.2B Light Collector with Continuous Turn Lane (2+ lanes)</p> <p><i>Slaughterhouse Canyon Road should be realigned with Vigilante to form a signalized intersection at State Route 67</i></p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<p><b>22 (Unnamed) Muth Valley Connection</b></p> <p><u>Segment</u>: Extension of Muth Valley Road to Moreno Avenue</p> <p><u>Existing Condition</u>: None</p> <p><u>Current Classification</u>: None</p>	<p><b>New Road</b></p> <p>Local Public Road</p> <p><i>The actual alignment of the road may change.</i></p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Reduce traffic on Wildcat Canyon, which operates at level of service E/F, by providing secondary access to the residents of Muth Valley.</li> <li>• <i>Support Land Use Goals</i> – Muth Valley will see significant future development over the life of the GP2020 update. The remote location of this development requires additional connectivity for fire emergency and general purposes.</li> </ul>
<p><b>23 Wildcat Canyon Road (SA 340.2)</b></p> <p><u>Segment</u>: Willow Road to Barona Casino</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Rural Collector (2 lanes)</p>	<p><b>Minor Upgrade</b></p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – The Planning Group does not want to see significant expansion on Wildcat. The road conditions are dangerous and motorists drive too fast. They would rather deal with the forecasted unacceptable level of service.</li> <li>• <i>Minimize Costs/Environmental Impacts</i> – Wildcat is a narrow, winding road that is overburdened with traffic to Barona Casino. It travels through very steep terrain and environmentally sensitive areas. A recent project to provide a limited passing lane has been difficult and costly.</li> </ul> <p><b>Note: Failing level of service</b></p>

CE Road Segment	Board-Endorsed Network	Rationale
<b>24 Ashwood Street (SA 340)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Minor Upgrade</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>
<b>25A Maplevue Street (SC 1805)</b> <u>Segment:</u> Winter Gardens Boulevard to Channel Road <u>Existing Condition:</u> Unbuilt CE Road <u>Current Classification:</u> Collector Road (4 lanes)	<b>Minor Upgrade</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>
<b>25B Maplevue Street (SA 810)</b> <u>Segment:</u> Channel Road to State Route 67 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Minor Upgrade</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>
<b>25C Maplevue Street (SA 810)</b> <u>Segment:</u> State Route 67 to Ashwood Street <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Prime Arterial (6 lanes)	<b>Downgrade Classification</b> 4.1A Major Road with Raised Median (4+ lanes) <i>State Route 67 should be constructed as an overpass at Maplevue</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Staff recommends that Maplevue function as an underpass with the improvement of State Route 67 to a freeway. With these recommended improvements, the forecast traffic volumes require only a 4-lane road on Maplevue.</li> <li>• <i>Minimize Costs</i> – The construction of a 6-lane prime arterial is not justified. The savings would be better spent on implementing the underpass.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>25D Maplevue Street (SA 810)</b> <u>Segment:</u> Ashwood Street to Lake Jennings Park Road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Prime Arterial (6 lanes)	<b>Downgrade Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>26 Lake Jennings Park Road (SA 810)</b> <u>Segment:</u> Maplevue Street to Business 8 <u>Existing Condition:</u> 2 lanes + passing lane <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to support projected traffic volumes.</li> <li>• <i>Maximize Traffic Movement</i> – This road serves local and regional traffic.</li> </ul>
<b>27A Rios Canyon Road (SC 810)</b> <u>Segment:</u> Olde Highway 80 to end of paved roadway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Remove from CE Network</b> Local Public Road	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Projected traffic volumes do not support a CE roadway designation.</li> <li>• <i>Community Consensus</i> – The Lakeside Community Planning group voted to designate Rios Canyon Road as a Local Public Road.</li> </ul>
<b>27B Rios Canyon Road (SC 810)</b> <u>Segment:</u> End of paved roadway to Crest boundary <u>Existing Condition:</u> Unbuilt CE Road <u>Current Classification:</u> Light Collector (2 lanes)	<b>Remove from CE Network</b> Fire Access Road  <i>CPG Preference:</i> Local Public Road for emergency access	<ul style="list-style-type: none"> <li>• <i>Minimize Environmental Impacts</i> – This portion of Rios Canyon Road crosses into the community of Crest through the Crest Ecological Preserve.</li> <li>• <i>Community Consensus</i> – The Crest/Dehesa/Harbison Canyon/Granite Hills Planning Group wishes to designate this road as a Fire Access Road and minimize its use to through traffic, while the Lakeside Planning Group wants to retain as Local Public Road to ensure adequate emergency access.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>28A Blossom Valley Road (SA 830)</b> <u>Segment:</u> Lake Jennings Park Road to Quail Canyon Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>28B Blossom Valley Road (SA 830.1)</b> <u>Segment:</u> Quail Canyon Road east to Quail Canyon Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>28C Blossom Valley Road (SA 830.1 / SA 830.2)</b> <u>Segment:</u> Unbuilt portion east to Dunbar Lane <u>Existing Condition:</u> Unbuilt CE Road <u>Current Classification:</u> Light Collector (2 lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Construction of this road is not necessary to support the proposed network.</li> </ul>
<b>29A Quail Canyon Road/Broad Oaks Road (SC 1930)</b> <u>Segment:</u> Blossom Valley Road to Hawley Road <u>Existing Condition:</u> 2 lanes with portions unbuilt <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes) <i>Retain 60 foot right-of-way</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>29B Broad Oaks Road (SC 1930)</b> <u>Segment:</u> Hawley Road to Dunbar Lane <u>Existing Condition:</u> 2 lanes with portions unbuilt <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.3C Minor Collector (2 lanes)  <i>CPG Preference:</i> <b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – This portion of the road crosses into the community of Alpine. Staff recommends a designation that is consistent with the one requested by the Alpine CPG.</li> </ul>
<b>30 Hawley Road (SC 1940)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.3C Minor Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>31A Olde Highway 80 (SA 895)</b> <u>Segment:</u> Marina Springs to Alpine boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2B Light Collector with Continuous Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>31B Olde Highway 80 (SA 895)</b> <u>Segment:</u> Chimney Rock Lane to Marina Springs <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)  <i>CPG Preference:</i> No Action (Did not review latest staff recommendation)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – On this portion of the road, the projected traffic volumes transition from 2-lane to 4-lane capacity. Staff's original recommendation to the Planning Group was a 2-lane road which the group supported. Based on the results of subsequent testing, staff changed its recommendation to a 4-lane road.</li> </ul>
<b>31C Olde Highway 80 (SA 895)</b> <u>Segment:</u> Business 8/Lake Jennings Park Road to Chimney Rock Lane. <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>31D Interstate 8 Business (SA 895)</b> <u>Segment:</u> Pepper Drive to Lake Jennings Park Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes. This road is surrounded by commercial businesses and high density residential use which makes a Boulevard the most appropriate classification.</li> </ul>
<b>32 Lakeview Road (SC 1890)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>33A Los Coches Road (SF 1400)</b> <u>Segment:</u> Maine Avenue to Lakeview Road <u>Existing Condition:</u> 2 lanes + continuous turn lane <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – Staff changed its recommendation from 4 to 2 lanes based on community preference.</li> <li>• <i>Minimize Costs</i> – A small portion of the road, between Maine Avenue and Julian Avenue, fails but an underutilized alternate route exists on Channel Road. A small portion also fails just north of Lakeview Road but the excess volume is not significant enough to justify additional lanes.</li> </ul> <p><b>Note: Small portions have failing level of service</b></p>

CE Road Segment	Board-Endorsed Network	Rationale
<b>33B Los Coches Road (SF 1400)</b> <u>Segment:</u> Lakeview Road to Business 8 <u>Existing Condition:</u> 2 lanes + continuous turn lane <u>Current Classification:</u> Major Road (4+ lanes)	<b>Downgrade Classification</b> 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li><i>Community Consensus</i> – Staff changed its recommendation from 4 to 2 lanes based on community preference.</li> <li><b>Note: Failing level of service at 2 lanes but existing roadway could accommodate 4 lanes without additional widening</b></li> </ul>
<b>33C Los Coches Road (SF 1400)</b> <u>Segment:</u> Business 8 to Interstate 8 <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Prime Arterial (6 lanes)	<b>Downgrade Classification</b> 4.1A Major Road with Raised Median (4+ lanes) <i>Exception requested for Continuous Turn Lane</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is sufficient to meet projected traffic volumes. A continuous turn lane accommodates existing businesses.</li> </ul>
<b>34 (Unnamed) Melrose Extension</b> <u>Segment:</u> Extension of Melrose Lane to Via Diego <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> N/A	<b>New Road</b> Local Public Road	<ul style="list-style-type: none"> <li><i>Community Consensus</i> – This new local public road was proposed by the CPG. It enhances local connectivity and provides emergency access between Los Coches Road and Winter Gardens Boulevard.</li> </ul>
<b>35A Winter Gardens Boulevard (SF 1399)</b> <u>Segment:</u> Northern terminus south to Woodside Avenue <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Maximize Traffic Movement</i> – The completion of a full interchange is recommended at State Route 67.</li> </ul> <p><b>Note: Short segment has failing level of service</b>  <b>Note: Unfunded Caltrans Improvements</b></p>



CE Road Segment	Board-Endorsed Network	Rationale
<b>35B Winter Gardens Boulevard (SF 1399)</b> <u>Segment:</u> Woodside Avenue south to Lemoncrest Drive <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.2A Boulevard with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Select Appropriate Road Types for Surrounding Land Use</i> – This portion of the road is located in the town center and is surrounded by commercial and high density residential uses. A slower design speed is a more appropriate choice and is consistent with the designation on Woodside Avenue.</li> </ul>
<b>35C Winter Gardens Boulevard (SF 1399)</b> <u>Segment:</u> Woodside Avenue south to Pepper Drive <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes) <i>Exception requested for Continuous Turn Lane</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes. A continuous turn lane accommodates existing businesses.</li> </ul>
<b>36 North Second Street (SF 1399)</b> <u>Segment:</u> Pepper Drive to Greenfield Drive <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes) <i>Exception requested for Continuous Turn</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes. A continuous turn lane accommodates existing businesses.</li> </ul>
<b>37 Magnolia Avenue (SC 850)</b> <u>Segment:</u> Pepper Drive to El Cajon boundary <u>Existing Condition:</u> 2, 3, and 4 lanes <u>Current Classification:</u> Major Road (4+ lanes) from Pepper Drive to Bradley Avenue; Collector Road (4 lanes) from Bradley Avenue to El Cajon boundary	<b>Minor Downgrade / Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>38A Graves Avenue (SC 1880)</b> <u>Segment:</u> Pepper Drive to Bradley Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>
<b>38B Graves Avenue</b> <u>Segment:</u> Bradley Avenue to El Cajon boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector (4 lanes) from Bradley Avenue to Graves Lane; Light Collector (2 lanes) from Graves Lane to El Cajon boundary	<b>Downgrade / Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)  <i>CPG Preference:</i> No Action (Did not review latest staff recommendation)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Based on additional tests, staff changed its recommendation from 4 to 2 lanes for the segment from Bradley south to Graves Lane. Staff now recommends a 2-lane Light Collector with Intermittent Turn Lanes for the entire segment from Bradley to Broadway.</li> <li><i>Minimize Costs</i> – Although this road is projected to have a failing level of service, the excess volume is not significant enough to justify a 4-lane road.</li> </ul> <p><b>Note: Failing level of service</b></p>
<b>38C Graves Lane (SC 1880)</b> <u>Segment:</u> Graves Avenue to Greenfield Drive <u>Existing Condition:</u> 2 lanes/unbuilt <u>Current Classification:</u> Collector Road (4 lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li><i>Support Land Use Goals</i> – If built, this short road segment would run through the middle of a mobile home park.</li> </ul>
<b>39A Pepper Drive (SC 1870)</b> <u>Segment:</u> Graves Avenue to unbuilt extension of Bradley Avenue <u>Existing Condition:</u> 2 lane <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<p><b>39B Pepper Drive (SC 1870)</b>  <u>Segment:</u> Unbuilt extension of Bradley Avenue to Winter Gardens Boulevard  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Equivalent Classification</b>  4.1B Major Road with Intermittent Turn Lanes (4+ lanes)    <i>CPG Preference:</i>  No Action (CPG has not reviewed latest staff recommendation)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes. The CPG agreed with staff’s original recommendation of 4.2B but based on additional testing, staff has changed its recommendation to 4.1B. This classification is consistent with Bradley Avenue which merges into Pepper Drive at this location. The CPG has not had a chance to review the change.</li> </ul>
<p><b>39C Pepper Drive (SC 1870)</b>  <u>Segment:</u> Winter Gardens Boulevard to El Cajon boundary  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b>  2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<p><b>40A Bradley Avenue (SA 890)</b>  <u>Segment:</u> El Cajon boundary to First Street  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Minor Downgrade</b>  4.1B Major Road with Intermittent Turn Lanes (4+ lanes)    <i>CPG Preference:</i>  No Action (CPG has not reviewed latest staff recommendation)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes. The CPG agreed with staff’s original recommendation of 4.2B but based on additional testing, staff has changed its recommendation to 4.1B to accommodate additional traffic and relieve pressure on Pepper Drive. The CPG has not had a chance to review the change.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<p><b>40B Bradley Avenue (SA 890)</b>  <u>Segment</u>: First Street to Pepper Drive  <u>Existing Condition</u>: Unbuilt CE Road  <u>Current Classification</u>: Major Road (4+ lanes)</p>	<p><b>Minor Downgrade</b>  4.1B Major Road with Intermittent Turn Lanes (4+ lanes)    <i>CPG Preference:</i>  No Action (CPG has not reviewed latest staff recommendation)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes. The CPG agreed with staff’s original recommendation of 4.2B but based on additional testing, staff has changed its recommendation to 4.1B to accommodate additional traffic and relieve pressure on Pepper Drive. The CPG has not had a chance to review the change.</li> </ul>
<p><b>41 Greenfield Drive (SC 1860)</b>  <u>Segment</u>: El Cajon boundary to Second Street  <u>Existing Condition</u>: 2 lanes  <u>Current Classification</u>: Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b>  2.2B Light Collector with Continuous Turn Lane (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes except for a small portion of the road.</li> <li>• <i>Minimize Costs</i> – The construction of a 4-lane road to improve such a small segment would not be cost effective. Alternate routes are also available to alleviate the congestion.</li> </ul> <p><b>Note: Small segment at State Route 67 has failing level of service</b></p>
<p><b>42 Ballantyne Street (SC 1880)</b>  <u>Segment</u>: Greenfield Drive to Broadway  <u>Existing Condition</u>: 2 lanes  <u>Current Classification</u>: Collector Road (4 lanes)</p>	<p><b>Minor Downgrade</b>  4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes.</li> </ul>
<p><b>43 North Mollison Avenue (SC 1871)</b>  <u>Segment</u>: Bradley Avenue to Pepper Drive  <u>Existing Condition</u>: 2 lanes  <u>Current Classification</u>: Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b>  2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>44 North First Street (SC 1869)</b> <u>Segment</u> : Entire road <u>Existing Condition</u> : 2 lanes <u>Current Classification</u> : Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>45 Oro Street</b> <u>Segment</u> : Entire road <u>Existing Condition</u> : 2 lanes <u>Current Classification</u> : Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes.</li> </ul>
<b>46 Pepper Hill Drive</b> <u>Segment</u> : Entire road <u>Existing Condition</u> : 2 lanes <u>Current Classification</u> : Light Collector (2 lanes)	<b>Remove from CE Network</b> Local Public Road	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Projected traffic volumes do not support a CE roadway designation.</li> </ul>